

APPENDIX D

PROJECT COST SUMMARIES (HIGH COST 8-LANE)

SUBCORRIDOR	ALTERNATIVES	GRADE & DRAIN	CONSTRUCTION	MISCELLANEOUS	CONTINGENCY	TOTAL CONSTRUCTION	DESIGN & ADMINISTRATION	SUBTOTAL CON. & DES.	RIGHT-OF-WAY	TOTAL COST	ROADWAY O&M	MISSOURI RIVER BRIDGE
NORTH	NO-BUILD											
	ARMOUR/210	\$ 185,760	\$ 12,809,450	\$ 1,576,318	\$ 2,837,153	\$ 20,427,503	\$ 2,942,750	\$ 22,470,253	\$ -	\$ 22,470,253	\$ 443,300	
	BUILD ALTERNATIVE		\$ 3,107,450	\$ 7,230,500	\$ 1,193,668	\$ 2,341,476	\$ 3,060,748	\$ 17,139,603		\$ 17,139,603		
	16TH ST.											
	BUILD ALTERNATIVE	\$ 47,120	\$ 844,065	\$ 2,124,240	\$ 583,272	\$ 721,736	\$ 4,330,437	\$ 952,686		\$ 5,283,133		
	BUILD ALTERNATIVE											
	MAINLINE											
	SUBTOTAL NO-BUILD	\$ 6,960,014	\$ 5,688,948		\$ 7,107,589	\$ 23,686,061	\$ 5,188,593	\$ 28,774,654	\$ 1,400,000	\$ 30,178,654	\$ 588,041	
	SUBTOTAL BUILD ALTERNATIVE											
	NO-BUILD	\$ -	\$ 9,938,100	\$ 13,761,817	\$ 4,739,983	\$ 34,127,890	\$ 3,412,788	\$ 37,540,668	\$ -	\$ 37,540,668	\$ 459,420	
RIVER CROSSING	MISSOURI RIVER BRIDGE											
	ALTERNATIVE A											
	ALTERNATIVE B-1											
	ALTERNATIVE B-2											
	ALTERNATIVE C											
	BEDFORD/LEEVE											
	ALTERNATIVE A	\$ -	\$ 1,428,048	\$ 19,622,840	\$ 497,470	\$ 4,309,232	\$ 25,865,390	\$ 5,688,186		\$ 31,543,576		
	ALTERNATIVE B-1	\$ -	\$ 1,428,048	\$ 19,622,840	\$ 497,470	\$ 4,309,232	\$ 25,865,390	\$ 5,688,186		\$ 31,543,576		
	ALTERNATIVE B-2	\$ -	\$ 1,428,048	\$ 19,622,840	\$ 497,470	\$ 4,309,232	\$ 25,865,390	\$ 5,688,186		\$ 31,543,576		
	ALTERNATIVE C	\$ -	\$ 1,430,684	\$ 18,794,480	\$ 629,739	\$ 4,182,981	\$ 25,097,864	\$ 5,521,534		\$ 30,619,418		
RIVER CROSSING	FRONT ST.											
	ALTERNATIVE A	\$ 175,200	\$ 2,177,175	\$ 18,940,840	\$ 798,098	\$ 4,418,223	\$ 26,509,336	\$ 5,832,054		\$ 32,341,390		
	ALTERNATIVE B-1	\$ 175,200	\$ 2,177,175	\$ 18,940,840	\$ 798,098	\$ 4,418,223	\$ 26,509,336	\$ 5,832,054		\$ 32,341,390		
	ALTERNATIVE B-2	\$ 270,400	\$ 2,478,248	\$ 24,430,560	\$ 985,368	\$ 5,834,915	\$ 33,809,491	\$ 7,438,088		\$ 41,247,579		
	ALTERNATIVE C	\$ 270,400	\$ 2,445,840	\$ 25,088,860	\$ 989,016	\$ 5,754,843	\$ 34,529,059	\$ 7,596,393		\$ 42,125,452		
	MAINLINE											
	ALTERNATIVE A	\$ 6,965,973	\$ 2,588,684		\$ 8,301,609	\$ 21,307,495	\$ 4,897,649	\$ 25,995,144	\$ 3,800,000	\$ 29,795,144	\$ 609,424	
	ALTERNATIVE B-1	\$ 7,993,135	\$ 2,588,684		\$ 8,522,633	\$ 22,925,189	\$ 5,043,544	\$ 27,968,742	\$ 3,800,000	\$ 31,768,742	\$ 609,424	
	ALTERNATIVE B-2	\$ 8,680,731	\$ 2,469,782		\$ 8,611,614	\$ 3,952,227	\$ 23,714,564	\$ 5,217,204	\$ 4,100,000	\$ 33,031,769	\$ 609,424	
	ALTERNATIVE C	\$ 9,581,934	\$ 2,493,400		\$ 7,654,997	\$ 3,946,068	\$ 23,676,397	\$ 5,208,607	\$ 28,885,205	\$ 37,285,205	\$ 609,424	
RIVER CROSSING	SUBTOTAL NO-BUILD											
	SUBTOTAL ALTERNATIVE A											
	SUBTOTAL ALTERNATIVE B-1											
	SUBTOTAL ALTERNATIVE B-2											
	SUBTOTAL ALTERNATIVE C											
	NO-BUILD											
	ALTERNATIVE A	\$ -	\$ 16,986,150	\$ 8,422,548	\$ 5,077,540	\$ 6,093,484	\$ 36,556,285	\$ 40,214,114	\$ -	\$ 40,214,114	\$ 403,000	
	ALTERNATIVE B	\$ 486,679	\$ 238,472	\$ 972,640	\$ 321,529	\$ 2,423,184	\$ 533,100	\$ 2,956,284		\$ 2,956,284		
	ALTERNATIVE B	\$ 481,479	\$ 238,472	\$ 972,640	\$ 320,510	\$ 402,620	\$ 2,415,721	\$ 531,459		\$ 2,847,180		
	ALTERNATIVE A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
CBD NORTH LOOP	ALTERNATIVE B	\$ -	\$ 2,492,382	\$ 3,440,960	\$ 1,325,707	\$ 8,710,859	\$ 1,916,389	\$ 10,627,248		\$ 10,627,248		
	ALTERNATIVE A											
	ALTERNATIVE B											
	ALTERNATIVE B	\$ -	\$ 1,179,838	\$ 1,580,960	\$ 808,632	\$ 713,886	\$ 4,263,315	\$ 942,329		\$ 5,225,645		
	ALTERNATIVE A	\$ -	\$ 981,849	\$ 7,714,560	\$ 491,403	\$ 1,837,522	\$ 11,025,135	\$ 2,425,530		\$ 13,450,664		
	ALTERNATIVE B	\$ -	\$ 981,849	\$ 7,714,560	\$ 491,403	\$ 1,837,522	\$ 11,025,135	\$ 2,425,530		\$ 13,450,664		
	MAINLINE											
	ALTERNATIVE A	\$ 2,811,749	\$ 3,604,640	\$ 6,179,200	\$ 6,648,899	\$ 23,093,385	\$ 5,080,645	\$ 28,173,930	\$ 1,000,000	\$ 29,173,930	\$ 534,583	
	ALTERNATIVE B	\$ 3,962,949	\$ 4,911,539	\$ 13,084,400	\$ 7,330,013	\$ 5,857,780	\$ 35,146,681	\$ 7,732,270	\$ 42,878,951	\$ 43,878,951	\$ 534,583	
	SUBTOTAL NO-BUILD											
CBD NORTH LOOP	SUBTOTAL ALTERNATIVE A											
	SUBTOTAL ALTERNATIVE B											
	NO-BUILD											
	ALTERNATIVE A											
	ALTERNATIVE B											
	ALTERNATIVE A											
	ALTERNATIVE B											
	ALTERNATIVE A											
	ALTERNATIVE B											
	SUBTOTAL ALTERNATIVE B											
	GRAND TOTAL: BUILD/ALT. A/ALT. A											
CBD NORTH LOOP	GRAND TOTAL: BUILD/ALT. B-1/ALT. A											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. A											
	GRAND TOTAL: BUILD/ALT. C/ALT. A											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. B											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. B											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. B											
	GRAND TOTAL: BUILD/ALT. C/ALT. B											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. B											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. B											
	GRAND TOTAL: BUILD/ALT. C/ALT. B											

NOTES:
 NO-BUILD COSTS SHOWN IN 2005 DOLLARS.
 OPERATIONS & MAINTENANCE COSTS BASED ON 2005 COST, EXTRAPOLATED OUT 30 YEARS AT A 2% ANNUAL INFLATION RATE AND DISCOUNTED AT 2% TO BRING BACK TO 2005 COST.
 4 LANE BASE COST IS \$28,520 ANNUALLY/MILE
 8 LANE BASE COST IS \$35,179 ANNUALLY/MILE
 PREFERRED ALTERNATIVE(S) IS (ARE) HIGHLIGHTED. (The Preferred Alternative for the CBD North Loop has changed from Alternative B to Alternative A since the DEIS.)

APPENDIX D

PROJECT COST SUMMARIES (LOW COST 8 Lane)

SUBCORRIDOR	ALTERNATIVES	GRADE & DRAIN	CONSTRUCTION	MISCELLANEOUS	CONTINGENCY	TOTAL CONSTRUCTION	DESIGN & ADMINISTRATION	SUBTOTAL CONS. & D&A	RIGHT-OF-WAY	TOTAL	ROADWAY O&M	MISSOURI RIVER BRIDGE
NORTH	NO-BUILD											
	ARMOUR/210	\$ 185,760	\$ 12,809,450	\$ 1,576,316	\$ 2,837,153	\$ 3,404,684	\$ 20,427,503	\$ 2,902,760	\$ 22,470,253	\$ 22,470,253	\$ 443,300	
	BUILD ALTERNATIVE											
	16TH ST.											
	BUILD ALTERNATIVE	\$ 47,120	\$ 844,065	\$ 1,100,560	\$ 593,272	\$ 3,102,021	\$ 692,445	\$ 3,794,465		\$ 3,794,465		
	BUILD ALTERNATIVE											
	MAINLINE	\$ 6,960,014	\$ 5,588,948		\$ 7,107,669	\$ 3,931,510	\$ 5,185,593	\$ 28,778,654	\$ 1,400,000	\$ 30,178,654	\$ 819,978	
	SUBTOTAL: NO-BUILD											
	SUBTOTAL: BUILD ALTERNATIVE											
RIVER CROSSING	NO-BUILD											
	MISSOURI RIVER BRIDGE											
	ALTERNATIVE A											
	ALTERNATIVE B-1											
	ALTERNATIVE B-2											
	ALTERNATIVE C											
	BEDFORD/LEEVE											
	ALTERNATIVE A	\$ -	\$ 1,426,048	\$ 10,862,800	\$ 497,470	\$ 15,343,582	\$ 3,375,588	\$ 18,719,170		\$ 18,719,170		
	ALTERNATIVE B-1	\$ -	\$ 1,426,048	\$ 10,862,800	\$ 497,470	\$ 15,343,582	\$ 3,375,588	\$ 18,719,170		\$ 18,719,170		
	ALTERNATIVE B-2	\$ -	\$ 1,426,048	\$ 10,862,800	\$ 497,470	\$ 15,343,582	\$ 3,375,588	\$ 18,719,170		\$ 18,719,170		
CBD NORTH LOOP	ALTERNATIVE C	\$ -	\$ 1,490,684	\$ 9,161,600	\$ 629,739	\$ 14,268,428	\$ 3,136,864	\$ 17,395,282		\$ 17,395,282		
	FRONT ST.											
	ALTERNATIVE A	\$ 175,200	\$ 2,177,175	\$ 10,108,400	\$ 798,098	\$ 15,910,848	\$ 3,500,343	\$ 19,410,991		\$ 19,410,991		
	ALTERNATIVE B-1	\$ 175,200	\$ 2,177,175	\$ 10,108,400	\$ 798,098	\$ 15,910,848	\$ 3,500,343	\$ 19,410,991		\$ 19,410,991		
	ALTERNATIVE B-2	\$ 270,400	\$ 2,478,248	\$ 15,651,920	\$ 985,368	\$ 23,275,123	\$ 5,120,527	\$ 28,395,650		\$ 28,395,650		
	ALTERNATIVE C	\$ 270,400	\$ 2,445,840	\$ 16,639,120	\$ 989,016	\$ 24,413,251	\$ 5,370,915	\$ 29,784,166		\$ 29,784,166		
	MAINLINE											
	ALTERNATIVE A	\$ 6,865,973	\$ 2,588,664	\$ 8,301,609	\$ 3,551,249	\$ 21,307,495	\$ 4,987,649	\$ 25,995,144	\$ 3,800,000	\$ 29,795,144	\$ 849,794	
	ALTERNATIVE B-1	\$ 7,993,135	\$ 2,588,664	\$ 8,522,533	\$ 3,820,866	\$ 22,925,198	\$ 5,043,544	\$ 27,968,742	\$ 3,800,000	\$ 31,768,742	\$ 849,794	
	ALTERNATIVE B-2	\$ 8,680,731	\$ 2,469,792	\$ 8,611,614	\$ 3,962,427	\$ 23,714,584	\$ 5,217,204	\$ 28,931,789	\$ 4,100,000	\$ 33,031,789	\$ 849,794	
NO-BUILD	ALTERNATIVE C	\$ 9,581,934	\$ 2,493,400		\$ 7,654,997	\$ 3,946,066	\$ 23,676,397	\$ 5,206,807	\$ 28,883,205	\$ 8,400,000	\$ 37,283,205	\$ 849,794
	SUBTOTAL: NO-BUILD											
	SUBTOTAL: ALTERNATIVE A											
	SUBTOTAL: ALTERNATIVE B-1											
	SUBTOTAL: ALTERNATIVE B-2											
	SUBTOTAL: ALTERNATIVE C											
	PAISED BLVD.											
	ALTERNATIVE A	\$ 486,679	\$ 238,472	\$ 972,640	\$ 321,629	\$ 403,864	\$ 2,423,184	\$ 2,956,284		\$ 2,956,284		
	ALTERNATIVE B	\$ 481,479	\$ 238,472	\$ 972,640	\$ 320,510	\$ 402,620	\$ 2,415,721	\$ 2,947,180		\$ 2,947,180		
	ALTERNATIVE A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
NO-BUILD	ALTERNATIVE B	\$ -	\$ 2,492,382	\$ 3,440,960	\$ 1,325,707	\$ 8,710,859	\$ 1,910,389	\$ 10,627,248		\$ 10,627,248		
	MAIN ST.											
	ALTERNATIVE A											
	ALTERNATIVE B	\$ -	\$ 1,179,838	\$ 1,580,960	\$ 808,632	\$ 4,263,315	\$ 942,329	\$ 5,225,645		\$ 5,225,645		
	BROADWAY											
	ALTERNATIVE A	\$ -	\$ 981,649	\$ 7,714,560	\$ 491,403	\$ 1,837,522	\$ 11,025,135	\$ 2,425,530		\$ 13,450,664		
	ALTERNATIVE B	\$ -	\$ 981,649	\$ 7,714,560	\$ 491,403	\$ 1,837,522	\$ 11,025,135	\$ 2,425,530		\$ 13,450,664		
	MAINLINE											
	ALTERNATIVE A	\$ 2,811,749	\$ 3,604,640	\$ 6,179,200	\$ 6,648,899	\$ 3,848,898	\$ 23,093,385	\$ 5,080,645	\$ 28,173,930	\$ 1,000,000	\$ 29,173,930	\$ 745,433
	ALTERNATIVE B	\$ 3,962,849	\$ 4,911,539	\$ 13,084,400	\$ 7,330,013	\$ 5,857,780	\$ 35,146,981	\$ 7,732,270	\$ 42,879,251	\$ 1,000,000	\$ 43,879,251	\$ 745,433
NO-BUILD	SUBTOTAL: NO-BUILD											
	SUBTOTAL: ALTERNATIVE A											
	SUBTOTAL: ALTERNATIVE B											
	GRAND TOTAL: NO-BUILD											
	GRAND TOTAL: BUILD/ALT. A/ALT. A											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. A											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. A											
	GRAND TOTAL: BUILD/ALT. C/ALT. A											
	GRAND TOTAL: BUILD/ALT. A/ALT. B											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. B											
NO-BUILD	GRAND TOTAL: BUILD/ALT. B-2/ALT. B											
	GRAND TOTAL: BUILD/ALT. C/ALT. B											
	GRAND TOTAL: BUILD/ALT. A/ALT. C											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. C											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. C											
	GRAND TOTAL: BUILD/ALT. C/ALT. C											
	GRAND TOTAL: BUILD/ALT. A/ALT. D											
	GRAND TOTAL: BUILD/ALT. B-1/ALT. D											
	GRAND TOTAL: BUILD/ALT. B-2/ALT. D											
	GRAND TOTAL: BUILD/ALT. C/ALT. D											

NOTES:
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 4 LANE BASE COST IS \$26,520 ANNUALLY/MILE
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